SAILING DIRECTIONS CORRECTIONS

PUB 191 8 Ed 1996 LAST NM 1/00

Page 127—Lines 34 to 39/L; strike out: (BA NP 28)

3/00

Page 127—Lines 44 to 48/L; read:

1 mile seaward of Southern Breakwater. See Regulations (Dover) for reporting procedures concerning vessels passing Dover Harbour.

(BA NP 286 Vol. 6) 3/00

Page 127—Lines 26 to 50/R; read:

ground and a shoal, with a least depth of 8.8m, lying on the W side of the channel. Another foul shoal area, with a least depth of 1.2m, lies on the E side of the entrance. It extends NNW from close to the W head of Southern Breakwater and is marked by a lighted buoy. The E entrance is 204m wide.

Both entrance channels are maintained with depths in excess of 10m. Vessels up to 300m in length and 9m draft can enter the port.

Outer Harbour, within which lies the anchorage, forms the central part of the port. The fairway, with a least depth of 6.4m, is the area lying between the S limit of the anchorage area and the N side of Southern Breakwater.

Eastern Docks are situated N of the E entrance and include a ferry terminal and a cargo terminal. The ferry terminal has six ro-ro berths, numbered 2 through 7, situated along five piers, designated A through E. The berths can handle ferries up to 200m in length and have depths up to 8.6m alongside. Five of the berths are double-decked, loading vehicles on two levels simultaneously.

The cargo terminal, South Jetty, has 220m of quayage with a depth of 8.5m alongside. It can handle vessels up to 190m in length.

Eastern Arm has one ro-ro berth and 480m of quayage. It has depths up to 10m alongside and can handle vessels up to 300m in length.

The Western Docks lie close NNW of the W entrance. Inner Harbour, the outer basin, lies between the Prince of Wales Pier and the E side of Admiralty Pier.

Admiralty Pier and its extension provide 1,100m of quayage. The former jetfoil terminal, protected by a breakwater, is situated near the root.

A train ferry berth, 290m long, is located near the seaward end and has depths up to 8.5m alongside. This berth has a double-deck span, loading rail freight on the lower section and ro-ro vehicles on the upper section. A cruise terminal lies close N of the train ferry berth. It has 360m of berthage with a depth of 10.5m alongside.

The Prince of Wales Pier provides 400m of quayage on its E side with depths up to 6.5m alongside. However, vessels may only berth alongside by special arrangement.

A catamaran (Seacat) terminal lies at the root of the W side of Prince of Wales Pier.

A hovercraft terminal lies close W of the catamaran terminal, at the N end of Inner Harbour.

Tidal Harbour, which partially dries, is entered through a channel dredged to a depth of 5m. It is mainly used by vachts.

Granville Docks, a wet basin, has an entrance 19.8m wide with a depth over the sill of 6.4m at MHWS. The basin has depths of 6.4m at MHWS and 5.2m at MHWN. It provides 560m of berthage and can be used by vessels up to 125m in length.

Wellington Dock, entered from the N side of the Tidal Harbour, is used as a yacht marina. The entrance is 21.3m wide and has a depth of 4.6m over the sill at MHWS. The dock has depths of 4.6m at MHWS and 3.4m at MHWN.

Aspect

Dover Castle, standing on the top of the cliffs, is conspicuous along with a church tower located close SE of it. A clock tower, situated 0.8 mile N of the castle, and three radio masts, standing about 0.8 mile NE of the castle, are all prominent. A chimney situated 1.2 miles WSW of the castle also forms a good landmark from seaward.

A light is shown from a prominent tower, 22m high, standing on the head of Admiralty Pier. Another light is shown from a prominent tower, 21m high, standing on the W end of Southern Breakwater. A light is also shown from a prominent tower, 16m high, standing on the knuckle of Southern Breakwater.

Pilotage

Deep-sea pilots for the English Channel, North Sea, and the Baltic Sea may be ordered from Dover. Vessels should send a request at least 48 and 24 hours prior to arrival at the boarding place. Pilots will board at Brixham and Cherbourg (by launch or helicopter), Penzance, Fishguard, Pentland Firth, Dover (by launch only), or any port in NW Europe.

Pilotage in Dover Harbour is compulsory for vessels 80m or more in length, fishing vessels 47.5m or more in length, and vessels 20m or more in length which are restricted in their maneuverability or carrying dangerous substances in bulk.

The pilotage area includes the waters extending up to 1 mile seaward of the breakwaters.

All inbound vessels should send an ETA 6 hours and 2 hours in advance, requesting instructions. Vessels requiring pilotage should send a request and ETA 2 hours in advance stating their grt and maximum draft. The Dover Harbour Control may be contacted by VHF on channels 16, 12, and 74.

Pilots can be contacted by VHF and board 3 miles E of the E entrance.

All vessels should maintain a continuous listening watch on VHF channel 74 until berthed.

Regulations

Traffic Control.—All vessels passing the harbor and the area within 1 mile to seaward of the breakwaters should contact Dover Port Control on VHF channel 74 and report their ETA at a range of 3 miles from the port. Such vessels should then monitor the frequency for movement broadcasts.

Permission must be obtained from Dover Port Control before vessels enter or leave by the E or W entrances, even though the respective traffic signals are shown in their favor.

Vessels must not enter or maneuver within the restricted area, the limits of which are shown on the chart, lying in the vicinity of Eastern Docks without specific permission from Dover Port Control.

Signals

International Port Traffic Signals for regulating traffic entering and leaving the Outer Harbour are displayed by day and night from the head of Admiralty Pier Extension, for the W entrance, and from the Port Control Signal Station, for the E entrance.

Movement is allowed one-way only at each entrance. In all cases when a signal allows a vessel to proceed in one direction, a signal prohibiting movement is shown in the opposite direction.

The Port Control Signal Station is situated near the head of Eastern Arm.

Light signals may be used by the Port Control and vessels not equipped with VHF. A signal of Morse SV indicates "I wish to enter the port" and Morse SW means "I wish to leave port."

Page 128—Lines 1/L to 28/R; strike out.
(NIMA) 3/00

Page 128—Lines 46 to 49/R; read:

smooth water may be found in the lee of Eastern Arm.

Vessels must not anchor outside of the designated area in Outer Harbour.

Several foul areas lie in the approaches to the harbor and anchoring outside is not recommended.

Caution

A prohibited area, with a radius of 50m, lies close NE of the head of Eastern Arm and contains a current meter.

Depths within the harbor are liable to change and the Port Control should be contacted for the latest information. Silting often occurs in the central part of Outer Harbour.

(BA NP 28) 3/00